Det Bel Isle & Windsor Ferry Co 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. I. CLEVELAND, O., JANUARY 3. 1888. 1889 $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND, OHIO.

Captain C. E. Benham of this city, was in Ashtabula last week on business connected with his vessel property.

The Boston and Lockport block company is also out with a handsome calender representing a marine scene, steel plate.

The new steamer W. B. Morley, rumored as being sold for $140,000, to several different firms in this city, is not yet disposed of.

Hon. R. C. Parsons paid this city a brief visit, and returned to Washington yesterday to look after the Detroit river bridge scheme

J. W. Grover and Son, ship chandlers and riggers are busy fitting out the Hill boat, building at the yard of the Globe Iron Works Co.

The vessel owners dry dock, dimensions of which have been given in a previous issue, will be ready for opening in about two weeks.

The new boat building at Radcliff's yard for Messrs. Bradley, Grover, and others, is about two thirds in frame, and she will be ready for business at the opening of navigation.

The propeller Germanic, recently bought by Cleveland people, from Captain James Davidson, of West Bay city, is to be placed under the command of Captain C. L. Hutchinson, late master of the Rube Richards.

This office is in receipt of a handsome steel engraving calendar for 1889, representing a marine scene of great beauty. We are indebted to Howard H. Baker & Co., shipchandlers of Buffalo, for their thoughtful kindness.

The River machine company, Messrs. Teare, Wight and Co., will erect a new boiler shop, in addition to their present works, the increase of business requiring a larger plant, and more facilities to meet the requirements of trade.

Peter Liston, president of the seamen's union benevolent association of this port, leaves here for San Diego, Cal., to day. For over twenty years Mr. Liston, although leaving here in the fall has never failed to reach this city again in the spring.

The marine engineers beneficial association will hold their annual ball on January 23rd, at Hurd's Hall, and if we may judge from the directors already appointed the affair will be one of the most enjoyable ever given by this favorite organization.

This office is in receipt of a most artistic programme of the ball given by the Buffalo harbor tugmen. While we were not in a position to attend, we heartily acknowledge the kindness of the officers in notifying us, and trust that fortune may favor us so that we may be permitted to attend the third annual.

The marine engineers beneficial association held their annual meeting last Thursday night, when the following officers were elected for the ensuing year, and were installed in their respective offices Thursday night. President, M. B. Sturtevant; vice president, J. F. Chadwick; Treasurer, C. M. Stoddard; Financial Secretary, B. Jerome; Corresponding Secretary, Wm. Lowe; Recording Secretary, Frank Randall; Chaplain, A. Bury; Conductor, J. Williams; Doorkeeper, C. Steadman.

Captain Innes, John A. Westaway, and Mr. Griffin, superintendents of different departments of the Michigan Central Co., are now on-the qui vive, expecting the completion of the new ferry boat in two weeks. The trip along Lake Erie in the middle of January, will be a notable event in the history of lake navigation and marine engineering, and although a limited number of guests are already invited to embark on the maiden trip of this fine steamer, we keep strictly within the bounds of truth by saying that hundreds of our citizens would eagerly accept the honor of participating in breaking the mid winter record of lake navigation.

The new wooden boat now building at the yard of the Cleveland dry dock for Messrs. Johnson and others is about two-thirds in frame, and work on her is being pushed rapidly along. We learn from a reliable source that this boat is to be named the George Presley. Mr. Presley has long been connected with the firm that is building this new steamboat, and we think that no better name could have been chosen by them than that of the pioneer of dry-dock building in Cleveland.

Captain Scott, now in the marine insurance business here, suggests that we may possibly have a much lower average temperature during the next summer season. Yet whatever truth there may be in the suggestion, the same rate would apply backwards and the average low temperature of last summer might give a clue to the present mild state of the atmosphere. While an upper current of air may have served to carry a portion of the colder air and snow away to the South, their present standpoint, yet if a compiled data of the readings of the many measures, daily observations, and weather memorandums, direction and force of winds, rainfall, etc., was placed before an adept, valuable information might possibly be obtained relative to the apparent mystery surrounding the fine open weather we are now enjoying. In conversation with several experienced and veteran navigators, who have had the past 30 to 40 years to judge from, we were rather pleased with the original remarks of Captain Scott.

CHICAGO, ILL.

Special to the Marine Record.

The old year 1888, has passed away with its many joys and sorrows. If business during the new year is as bright and full of sunshine as the beautiful weather with which it was ushered in, everything should go well with us all.

I made a new years call to-day, Wednesday, on a large number of gentlemen connected with vessel business. My first call was at the office of W. M. Egan. I found him in the enjoyment of excellent health also his son Charles W. Egan and his two assistants, D. T. Helm and Arthur C. Helm, who had presented the worthy captain with a splendid new writing deck of cheery wood as a token of their esteem. Captain Long had also assisted in furnishing it with a fine cut glass ink bottle and mahogany ink stand.

I then paid a visit to Crosby Ruddon & Mahoney's office and found the two latter looking well and hearty. Captain Crosby has gone east on business.

At Captain John Pringles, I found the worthy captain and his sons, Captain Redmond and John, and R. Rispin his well known bookeeper, all enjoying good health.

Calling at Captain W. Elphicke & Co.'s I found J. B Kelley the marine adjuster in command, Captain Ephicke having gone east on business and his partner James A. Myers unfortunately detained at his home with a badly sprained ankle.

At Keith & Carr's I found both partners in and well engaged in some business transaction with Captain Fitzgerald, of the Milwaukee Shipbuilding Co., who was looking first-rate. They informed me that there was building at his shipyard for himself and others a fine steamship 236 feet over all 36 feet beam and 21½ feet molded depth in the shoalest place. Her engine, a fore and aft compound 24 and 44 by 42, is to be built by Hodge & Co., Detroit, and her boiler of steel 15 by 8½ by R. Davis, Milwaukee.

On calling at what was until very recently Beckwith & Flemings, I found a change had been made, Captain Beckwith having retired from the business, P. H. Fleming continuing it under the style of Fleming & Co., with Captain A. L. Fitch associated with him for the present year. We wish them success.

My next call was on C. J. Magill who is looking very well and hearty, he is of opinion that there will not be many charters made for winter storage as the elevator capacity here is some 25,000,000 bushels, and do not at present contain much over 10,000,000 bushels, and a large quantity of new corn is being sent east by rail to be used for feed.

I then took a run down to South Water street and called at Davidson & Holmes, found Frank looking and feeling well and attending to business Mr. Holmes his partner, being away in Kansas.

Called in on Captain David Dall, who is looking hale and hearty as usual, found him engaged with T. W. Kirby, shipbuilder, Grand Haven, who is also looking well and he informed me he is building a fine steamship to carry about 900 gross tons; length over all 200 feet, beam 34 feet, depth of hold 12 feet; her engine a fore and aft compound 36 and 19 by 30, building at Detroit by Hodge & Co., and boiler 15 by 9 by Johnson Bros. Ferrysburg.

My next call was at the vessel owners' mutual benefit association where I found Secretary Frank Higgie, President Muller and several captains discussing vessel business past and future, and all looking ready for next season's business, and hoping it would be better than the one just past.

Captain Jas Dunham of the Dunham Towing and Wrecking Co., looks and feels in excellent condition. He is about to vacate his present office and is furnishing three rooms as offices in the Pardee building, corner of South Water street and Fifth avenue, outside of which offices he will have a balcony erected facing the river front, this will be an excellent location for his business

Harry W. Greene, formerly with H. Channon Co., Chicago, and who is now connected with and has charge of the sail making department of M. I. Wilcox's Ship Chandlery Cordage and Supply Company, Toledo, O., was in the city spending Christmas week with his relatives and looking up old friends. During the past season he has fitted out a large number of yachts, of which business the company makes a specialty.

Captain J. W. Melchert has purchased the half interest of Henry Asphack, in the Charlotte Raab, consideration $3,000. He now owns the whole of her and is giving her part new ceiling and some deck plank.

At the Chicago Dry Dock Company's the schooner I. H Howland and tug Gardner will go out this week. The schooner Ellen Williams will then go in for overhauling, and the steambarge M C. Neff will follow her to have her shaft straightened and a new wheel; also some extra keelsons and bottom calking.

At Miller Brothers' shipyard the steambarge S. K. Martin is in dock for a new wheel and bottom calking, the schooner Michigan is receiving a general overhauling and repairs. the barge Norway a new stem and a considerable new work forward and a general overhauling.

The steambarges A. D. Hayward, S. K Martin, and M. C. Neff arrived Sunday morning, December 30, with lumber from Muskegon. They will all be now put into winter quarters.

I also called at H. Channon Co. and Finney & Channon's, ship chandlers, and found employers and emyloyes all looking and feeling well after having got over the fatigue of last season's hard work and stock taking. Calling at the V. O. I. Company's office I found Captain James L. Higgie looking portly and well, his son, J. L. Higgie, Jr., looking hearty, and Captain John Higgie also looking well, but not so portly as his relative, George A. Cannon, secretary of the company, who is about to leave Chicago to take an appointment as bookkeeper with the Helena Lumber Company, Helena, Montana, where his parents reside, as he is desirous of being near them, is looking and feeling extra good, he having been presented on New Year's eve with a magnificent gold watch by his friends and employes of the V. O. I. Co. The works comprise one of the very best Howard movements, which are enclosed in a 62 pennyweight 18 carat gold case, on the front of which his monogram, Z. A. C., is very finely engraved, and on the back is a splendid engraving of one of the V. O. I. Co.'s tugs running down Lake Michigan, the Chicago Exposition looming up in the distance astern of the tug. Inscribed on the back inside is the following: "Presented to Z. A. Cameron by his friends and employes of the company, 1889." Mr. Cameron feels very proud of his beautiful as well as valuable present, and also very grateful to the donors for their kindly feeling toward him. He has been with the V. O. I. Company seven years, and well deserves the present given him, his kind manner and obliging ways having gained for him the esteem and kindest wishes of all, and all are sorry he is going away, but he has all their best wishes for his future prosperity.

I would like to have made many more calls to day, but was forced to get back to my office and write the foregoing and get it into time for mail. WILLIAMS.

BUFFALO, N. Y.

Special to the Marine Record.

Steamer Silver Star of Cincinnati, reports with the Trout wheel an increase of two miles per hour.

Steamer Little Sam of Apalachicola, Florida, reports the boat doing far better than she has ever done before with the Trout wheel just put on.

The Buffalo *Express* has the following: Vessel men are not a little chragrined that the weather has so entirely deceived them. Here are the vessels all tied up, not even a harbor tug moving, and neither ice nor storm to prevent sailing all through December. The last vessel is shifted to place and nothing will stir till spring. At the dry-docks the propeller T. W. Palmer is receiving a rebuild of the side smashed in the collision with the Gladstone, and the Jewett is straightening out the big dent she received in her collision with the Veronica.

The shipyards are getting along well with the new vessels. R. Mills & Co. have their wooden steamer all in frame and some planking is on. At the Union yard the steel steamer has her keel plates all in position and about 50 framas are up. The first of Captain Maytham's new tugs is in frame at O'Grady & Maher's.

The people who have been putting in oprint the last time of the Union Line propellers Owego and Chemung, appear to have guessed at their facts. Instead of sailing from Buffalo to Chicago in 58 hours and a fraction the Owego's fastest time is 61 hours 10 minutes and the Chemung's 61 hours and 20 minutes. Next season they are to be put to their mettle and they are promised to form a link of a 3½-day line between New York and Chicago. This will be hustling, but they'll get there if they undertake it.

The reported attempt to boycott the British and Canadian insurance companies in the lake business appears to have been well-founded, but it has failed all the same. The companies foresaw that the profits of the year would attract a host of others into the field, and so a combination between the Boston Marine and some others was attempted, but it could not be effected. Considering that the foreign companies have been greatly needed to enable the largest steamers to obtain sufficient hull insurance the movement was not a very generous one, to say the least.

The adjustments of the losses on the schooner F. B. Gardner by her going adrift from the D. M. Wilson tow at Alpena last fall are being made and will soon be reduced to figures.

The purchasers of the propeller Kittie M. Forbes were not Kelley and others, of Black River, as stated when she was sold, but Byron Armstrong and Charles Smith, of West Bay City, who had an interest in her, and Colin McMacklin, of Port Huron, and Daniel Burt, of Chicago. She will probably hail from the former port.

The schooner F. B. Gardner goes into the Manistique lumber trade next season, in the Weston tow. She has a season contract.

The Prentice tow will remain in the Ontario lumber trade, and the Empire tow is expected to join them.

The Canadian propeller Isaac May and tow are to be given ports at Port Colborne this winter, so that they can carry lumber.

It looks as though somebody would better go to raising flax. Mr. J. S. Smith's report of the lake receipts of flax seed is as follows: 3 056 010 bushels in 1886, 2,342,660 bushels in 1887, and only 753,890 bushels in 1888.

The Erie's shipping trestle on the Blackwell canal is to be extended 700 feet, and the number of pockets increased from thirty-two to eighty-eight. A new stocking and transferring trestle will be built at East Buffalo. It will be 500 feet long exclusive of the plane and by the use of a Brown hoist the storage capacity of the trestle will reach 100,000 tons.

TOLEDO, OHIO.

Special to the Marine Record.

Captain Dan McAllister, of the schooner Hattie Wells, has been seriously ill with an attack of Bright's disease, but is now on the way to recovery.

The Maumee Boiler Works are extremely busy, they are building twenty oil car tanks and a large oil tank for the Paragon Refining Co., whose refinery is located at Ironville; they are also building a stationary boiler for Arbuckle, Ryan & Co., and two small boilers for the oil country, besides repairing the dredge Champion's boiler They have also been awarded the contract to build the steel hull of Dunbar's dredge. She will be 70 feet long on deck, 63 feet 9½ inches on the bottom, 28 feet beam and 6 feet deep Her bottom is 5-16, sides 3 8 and bow 1 inch. The material is now on the way and the hull is to be completed March 1st. The contract of building the hull was sublet to the Maumee Boiler Works by the Toledo Machine Works. The boiler works mentioned will also repair the tug Thompson Bros.'s boiler.

Your correspondent is informed by the best of authority that the shipments of coal from this port for the season of 1888 is as follows: Columbus and Hocking Valley dock 425,000 tons, Ohio Central dock 216 645 tons, coal for fuel, 5 dealers 74,000, total 715,645 tons. This is more than 300,000 tons over the shipments of 1887. In 1887 there were shipped from here 6,668,732 bushels of grain, while last season the shipments were but 4,931,110. C. O. D.

MONTAGUE, MICH.

Special to the Marine Record.

The above makes the third compound marine engine the Iron Works are building at present, besides some high pressure marine engines and three large marine boilers.

The large steambarge M. T. Greene, owned by the Chicago lumber company, of Chicago, is laid up here for the season. Her engine is a fore and aft compound 20 and 36 cylinders, by 36 inch stroke, and was built by the Montague Iron Works of this place.

The Montague Iron Works, Montague, Mich., have closed a contract with Captain Thomas J. Waters, of Muskegon, Mich., for a fore and aft compound marine engine 16 and 30 inch cylinders by 26 inches stroke, and a marine boiler eight feet by twelve, to be placed in his new freight and passenger boat which he is having built at Benton Harbor, Mich., this winter, and which will be ready for duty next spring.

DULUTH, MINN.

Bids were opened yesterday for the new ore docks at Two Harbor. The contract will be let as soon as the bids can be figured out. The bidders are Wolf and Truax, Winston Bros., Shepard & Co., Henry & Balch, Cutter & Ruett, Wm. St. Amour, Dear & Hayes and Morrison & Co. The present dock is to be extended 500 feet, the old dock raised, most of the pockets rebuilt and improved machinery put in. Work will begin at once—one of the bidders says he can begin next week if he gets the contract and the improvements will be ready for shipping ore at the opening of navigation.

OIL UPON THE WATERS.

Much has from time to time been said of the good effects resulting from spreading oil on the surface of water during a st rm. It is probable that next season considerable practical demonstration will be made on the lakes of this matter. Crosby & McDonald, marine insurance agents at Chicago, some time since stated: Next year we will make a reduction in the insurance rates on all sailing vessels, barges and towing steamers which we insure sufficient to cover the cost of oil and the appliances for its use. In cases where vessels refuse to adopt oil and their conditions are such as we think they need it we shall exercise our own judgment about taking the risks. As insurers we don't care how many boats go down. The more there are of them the greater the premiums we get, as our rates go up correspondingly. Vessel men do not understand this part of the question fully. Every loss the insurance companies suffer means higher rates next season for the other owners. The introduction of anything to prevent wrecks and save property must in the end lessen insurance rates. It is a simple proposition that any one can figure out if he take the time. Of the adaptability of oil for service on the lakes there can not be the slightest doubt.

So far as known but one trial of oil has ever been made with a tow on the lakes. It was when the Anchor line steamer Philadelphia had the schooner Annie Sherwood in tow against a heavy head wind. The Sherwood was nearly buried in the seas which broke over her. Captain Reilly hesitated what he should do. At last he thought of oil and fitted up a simple contrivance to get a supply on the seething water. The combers disappeared, and only a long heavy swell remained when the sea reached the schooner. The news of the success of this experiment got as far as the Anchor line office, and resulted in its boats being thereafter ordered to carry oil for use in case they happened to have tows.

As far as ocean service is concerned, there is plenty of evidence of the efficacy of oil in reducing to a minimum the dangerous effect of heavy, breaking seas. It can be used with good results when scudding, when lying to, when wearing, or when lowering or hoisting boats in a dangerous sea. The thick and heavy oils are generally best for this purpose. Fish, lard, sperm, linseed, colza, pine and cocoanut oils have all been the means of saving vessels and the lives of their crews.

Only last month the German steamer Sorrento arrived at New York from Hamburg, after encountering a terrible gale with high seas. Her master reported that he used oil with wonderfully good effect, so much so that the passengers came on deck during the storm without danger.

It is learned that in raft towing on Lakes Huron and Erie oil is carried by all Alger, Smith & Co.'s steamers. It is found useful in preventing the waves from breaking over the logs. Of course the rafts go slowly and the oil has plenty of time to spread.

When lake vessel owners, find it to their practical interest to carry oil aboard ship and use it properly when occasion may require, there is a fair chance that they may equip their floating property with this additional safeguard.

A NOVEL SCHEME IN HARBOR DEFENCE.

According to a recent report in some of the Philadelphia newspapers, a large company, backed by millions of dollars, has proposed to the secretary of the navy a striking and possibly effective scheme for the defense of that harbor or the harbors of other cities from the attack of an enemy's fleet, by shooting ignited petroleum at the unfriendly ships from the bottom of the river and burning them up.

The rear admiral has been directed to study close the harbor of Philadelphia and its approaches. The petroleum defense scheme, the originators of which have induced the government to make their preliminary examination of the Philadelphia harbor is a brilliant one in more respects than one. A company has been organized at Washington to develop the plan and to show its practicability.

It is proposed to sink perforated iron pipes in the river bed and the approaches to the harbor, through which petroleum can be forced to the surface of the river by machinery and at a high pressure. In this way a fierce stream of blazing oil can be sent down on an enemy's fleet to destroy it or drive it away. It is claimed by the projectors that a flame can be produced in this way as high as a ship's mast and sent with terrific force on the attacking vessel many miles from the point where the oil is supplied to the system of submerged pipes. Iron vessels could not pass through this lake of fire, because it could be made to extend many miles along the river. An experiment in connection with the scheme will be made at Fort Miffin within a few weeks. The necessary apparatus is almost ready at the present moment, and great things are expected from the test.—Scientific American.

The report of the commission appointed to discover ways and means of improving the League Island navy yard at Philadelphia is now before Secretary Whitney for his consideration. The recommended expenditures amount to $4,000,000. There is now on hand the sum of $550,000 for the construction of a drydock, and $75,000 for the building of a wharf or sea wall, locations for both of which are suggested by the commission.

NAVAL RESERVE BILL

Following resolutions were unanimously passed by the new York board of trade and transportation, October 10. 1888:

Whereas, The New York board of trade and transportation, in October, 1887, unanimously adopted a resolution approving the proposition to organize a naval reserve for the United States to consist of officers and men from the mercantile marine, yachtsmen, ex-naval and ex-revenue marine officers and watermen generally, and of vessels to be built with reference to their use in the time of war as auxiliary to the regular navy and,

Whereas, The committee on naval affairs of the house of representatives has, by an unanimous vote, reported favorably a substitute for H. R. bill, 1847, which substitute bill fully provides for the enrollment of a naval militia and naval reserve forces for the United States,

Whereas, In anticipation of national legislation providing a naval reserve for the United States, the State of Massachusetts has authorized by a recently enacted law, the organization of her naval militia, and it is publicly announced that other states, appreciating the value of organized trained bodies who may be readily utilized in defense of their exposed coasts and seaports, are taking similar steps to make effective the proposed United States naval reserve law, therefore,

Resolved, That the president of the New York board of trade and transportation appoint a committee of five members to consider this question and report thereon to this board, if deemed advisable, by bill for introduction in our state legislature at the coming session, or in such manner as in the judgment of the committee will best promote the end proposed,

Therefore be it resolved, That the New York board of trade and transportation heartily approves the bill reported by the committee on naval affairs of the house of representatives, known as the naval reserve bill, and respectfully urges the attention of all the representatives to the necessity of fixing the earliest day possible for its consideration, in order that its passage by the present congress may not be jeopardized.

Resolved, That copies of the foregoing preamble and resolution be sent to the president and members of his cabinet, to members of congress, and to all the commercial organizations of the country.

A STEEL STEAMER FOR PARRY SOUND.

We are sure that our readers will be pleased to learn that the Parry Sound Lumber Co. have given to the Polson Iron Works Co. a contract to build for them a magnificent steel steamer for the lumber and grain trade between this and other lake ports.

The new vessel will be 200 feet long, have 34 foot beam, and a hold depth of 13 feet. She will be fitted with triple expansion engines, with cylinders, 17, 28 and 46 inches diameter respectively, with 30 inch stroke. She will have two steel boilers of a first class kind, capable of carrying 150 pounds pressure, and will be fitted with steam steering gear and windlasses. The hull will be built on the company's slip at Owen Sound, but the machinery will be constructed at the works of the Polson Iron Works Co., of Toronto. In view of the high pressure to be attained by the boilers, 160 pounds to the square inch, new hydraulic machinery for riveting purposes will have to be erected. Her net tonnage will be 1,000 and gross tonnage 1,500, and her carrying capacity, if lumber, 800,000 feet, and if grain, 44,000 bushels. The machinery will be shipped to Owen Sound and fitted in before the launch, which will probably take place about the 1st of July, 1889. She is expected to attain a speed of 12 knots an hour. The name has not yet been decided upon.—*Parry Sound Advocate.*

WRECKING COURTESIES.

It will be remembered that last session Mr. Kirkpatrick, M. P., introduced a measure providing for reciprocity in wrecking, under which Canadian wrecking vessels could go to the assistance of vessels wrecked in American waters, and vice versa. It was considered impolitic at the time to include the coast waters in the measure, and the inland waters only were referred to. At the time of the introduction of the bill it was doubtful whether the fishery treaty would be carried in the United States or not, and the conservative leaders implored Mr. Kirkpatrick to withdraw the measure. The ex-speaker however, after pointing out the justice of the bill insisted upon a vote being taken. Accordingly the house was divided and the bill was thrown out; although few conservative members and all the liberal members with one exception voted for it.

Mr. Kirkpatrick is in town to-day, and was asked whether he intended to re-introduce his bill.

"Yes," said Mr. Kirkpatrick, "I do."

"Do you expect to carry it?"

"Yes."

"What makes you so confident?"

"I rely upon the justice and reasonableness of of the measure."

"Does anything in the changed relations between Canada and the United States also lead you to that belief?"

"No; only these points which I have mentioned."

"Do you contemplate the introduction of any other measures?"

"Yes; but I have not yet had time to think the details out."—Kingston News.

TORONTO, ONT.

Special to the Marine Record.

The annual meeting of the Canadian Marine association will be held at the Walker house on Wednesday January 9th, at 11:30 a. m., the business being of more than ordinary interest, it is expected that it will extend a second day.

The Inland Marine Mutual Insurance Association have given notice of intention to apply to the Ontario legislature for an act of incorporation.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. And sufferer from this dreadful disease sending a self addressed stamped envelope to professer J. A. Lawrence, 212 East 9th St., New York will receive the receipt free of charge

PROPOSALS FOR DREDGING.—Engineer Office, Cleveland, O., December 17, 1888. Sealed proposals, in duplicate, will be received at this office until 12 o'clock M., on Thursday, the 10th day of January, 1889, and then be opened in presence of bidders, for excavating 214,000 cubic yards, more or less, of material from Sandusky Bay, along line of proposed straight channel, for Sandusky Harbor, O. Preference will be given to materials and plant of domestic production, or manufacture, conditions of quality and price (import duties included) being equal. The attention of bidders is invited to acts of Congress approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, statutes at large. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

FOR SALE.

HARBOR TUG for sale, cheap. This tug is in good repair and will be sold cheap, for cash, that is, $4,600. Engine 18x20, boiler 5 feet 6 inches by 11 feet, and allowed 100 pounds of steam. For further particulars inquire at 113 Franklyn avenue, Cleveland, O. CAPT. E. DAHLKE.

FOR SALE

MARINE ENGINE nearly new, includes bilge pump, hand pump and force pump, cylinder 1 by 20. Will sell cheap. Address.

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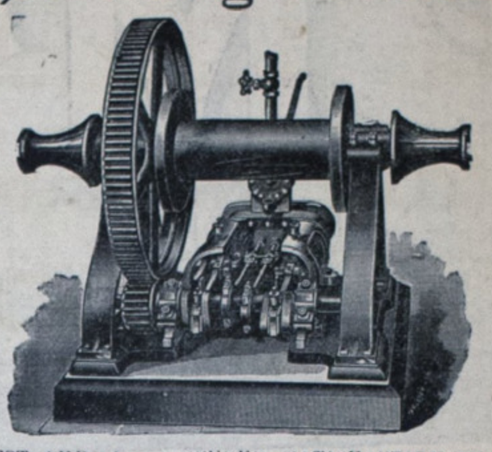

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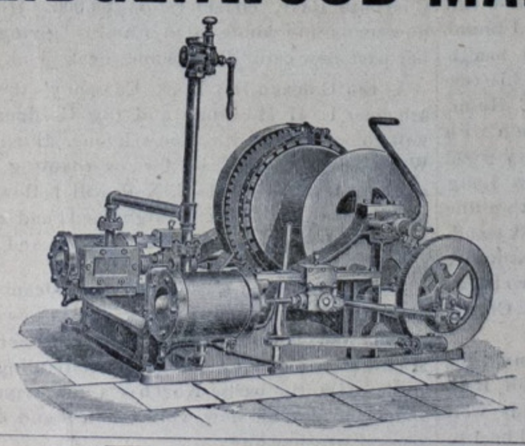

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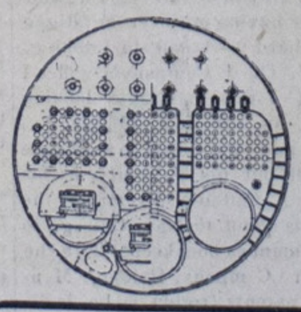

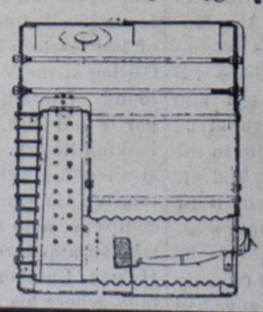

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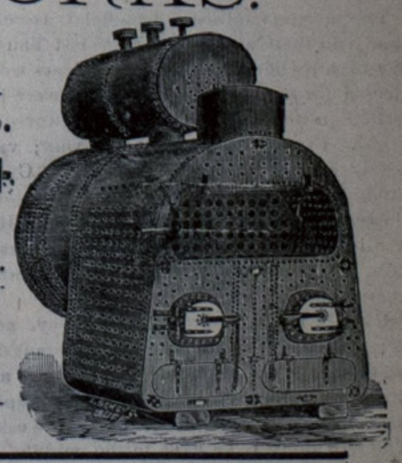

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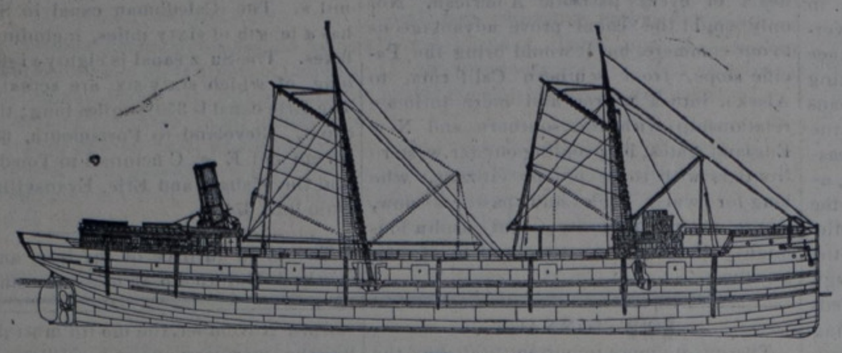

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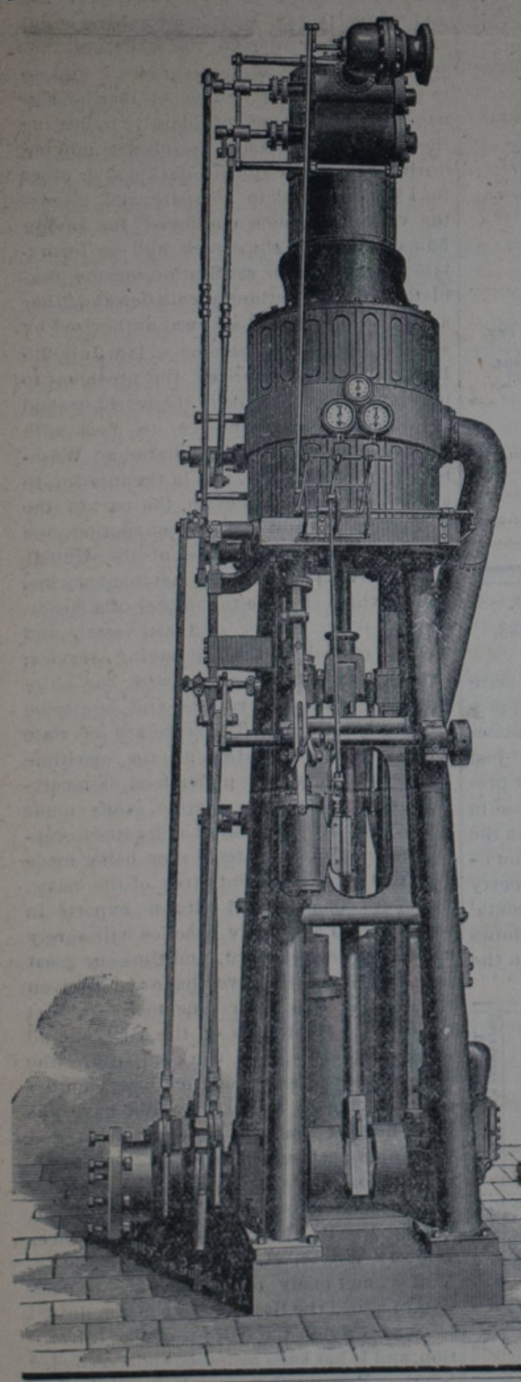

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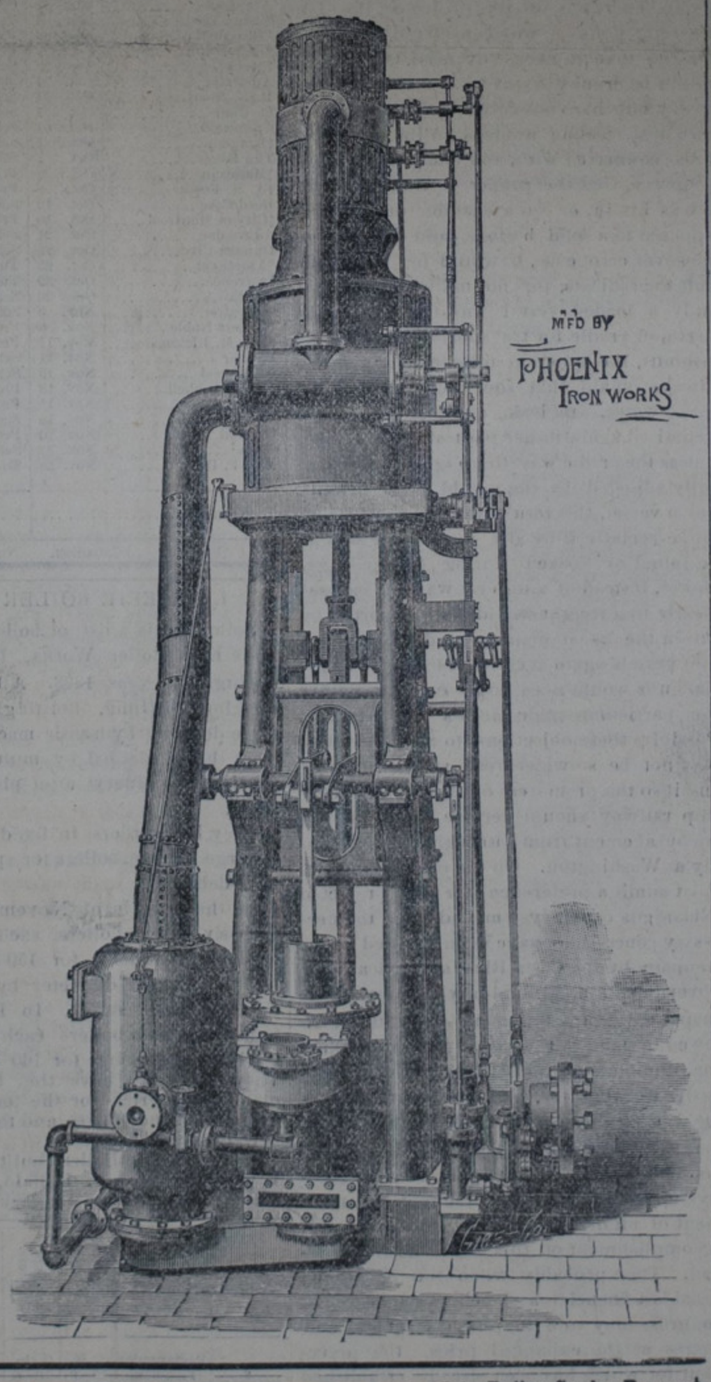

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MARINE RECORD—OFFICIAL PAPER.

"OTHER PEOPLE'S MONEY."

Now that the Panama canal scheme has about fallen to the ground and the infallible DeLesseps is overthrown, the French peasantry from whom the bulk of the cash was extracted will have ample time and opportunity to reproach themselves for ever entering into the foreign scheme with their millions of hard earned savings. Even providing the canal had been successfully established many years would have had to elapse before the ultimate additions and improvements would have permitted the paying of anything but a very moderate dividend to the numerous shareholders. Official salaries would certainly have taken the gilt off the total receipts for the first few years, hence with these facts in view we can barely sympathise with the populace, who are now ready to heap bitter invectives on the head of the devoted enthusiast, DeLesseps, who, by his specious, and plausible representations, led them into committing possibly the only, yet the grave financial error of their lives.

M. DeLesseps is to be blamed from the beginning to the end; for we presume the end has at length arrived. The national exchequer being at a low ebb, France can not assume the liabilities of the defunct company and nothing but an international agreement, or charter will ever rescuscitate the interests at stake.

Considering the recent great failure, which has been publicly proclaimed over the civilized world, many positive surveys, and the complete feasibility of the work which is now greatly questioned, would have to be clearly demonstrated by practical and well known authorities before capitalists would undertake to invest money in the re-construction of the scheme as laid down by its projector. For our part we believe that the Panama canal, from the time of its conception to its disastrous termination, was one of those national bubbles which are liable to float and burst over the people of each, and every nation at stated periods of time, and we must admit that the French have had a salubrious lesson on this occasion. For precedents only justify the remark that similar bubbles, both local and national, are found to be pending and existing, hence the sufferers as well as the onlookers need not be too severe in condemning the originators of a scheme or theory which needs only to be prosecuted to assure a total collapse. And we question if any interested party is really more astounded at the gigantic failure of the Panama canal scheme than is the man in whose brain the project was so clearly practicable.

While we wish to give M. DeLesseps all the possible credit that his engineering skill and indomitable perserverance evidenced in the completion of the Suez canal, yet we are of the opinion that to a financial ability the chief merit, should be credited in overcoming the difficulties surrounding the completion of the Suez canal, and not so exclusively to the individual skill of the promoter, in any case. The obstacles met with, and overcome at Suez dwindle into insignificance compared with the stupendous undertaking of uniting the Atlantic and Pacific oceans at the isthmas of Panama. For after the fruitless expenditure of an immense treasure, insurmountable obstacles still exist, as no means were devised to carry off the water sped from the mountains in the locality, or to counteract the effect of the floods from the Chagres river; and although it has cost thousands of lives, and hundreds of millions of money, yet the undertaking not only remains unfinished but the outlook at present goes to prove that a permanent canal at Panama is almost a financial if not a natural impossibility, and DeLesseps rounds off his career with the greatest engineering blunder ever perpetrated on a too credulous public in the history of the world, leaving thousands of his country, men to suffer in poverty, through their misplaced confidence in one whom they thought was the greatest genius of the age.

With the complete and utter collapse of the french Panama Co., the United States is in a more favorable position to advance the maritime and commercial interests of her citizens and may rise, phœnix like, on the ashes of the abortive Panama scheme to grasp with certainty the untold wealth and honor, that has so dimly shadowed forth to the eyes of the French nation. The maritime, or Nicaraguan canal company stand ready to undertake, complete, and control their proposed watetway, which has been surveyed by the United States government and found practicable at a cost of sixty-five million dollars.

The Tehuantepec ship railway is also projected, and at one time, under the indefatigable exertions of its projector, the late Captain Eads, it was considered the most feasible scheme ever advanced, and much might be argued in favor of a ship railway to-day but there is a certain practical, if not technical, feeling aroused in the minds of those connected with, and handling floating property, that the proper resting place for a vessel is in, or on a cushion of water, as opposed to a solid bottom, and this feeling however erroneous, it would be very difficult to eradicate, for no matter how carefully a loaded vessel was taken into the berth, or cradle for transportation across the isthmus, the apparent misconception would always obtain, that she would be liable to make water, and leak, more or less, when deposited again in her natural element, and unless the cradle was thoroughly and carefully adjusted to the mould of a heavily laden vessel, this result would probably occur, especially if by any means she was to be jolted or rocked during the passage. Hence, instead of a ship railway we can see clearly that freight would be transported by rail in the usual manner, and transhipped into vessels again at either side, or else special hulls would need to be constructed for the particular trade across the isthmus. Possibly these objections to a ship railway may not be so widespread as we imagine and if so the promoters of the Tehuantepec ship railway should receive every proper encouragement from our legislative assembly at Washington. On the other hand we must admit a preference for the projected Nicaragua canal system, and since the necessary concessions have been granted to the company by the Costa Rica, and Nicarugua governments, no preliminary obstacles in the shape of red tape flummery ought to be allowed to stand in the way of a charter which the promoters of the scheme are now zealously working for, and since our government is not disposed to enter into the enterprise as a national undertaking it is their bounden duty to facilitate by every legislative means in their power the rapid advancement of affairs tending to the successful accomplishment of this much desired project. Then probably when the Nicaragua canal is a financial and commercial success, congress may vote to purchase stock and shares at the enhanced price, the precedent for which has been already established in connection with Great Britin and the Suez canal.

The Nicaragua route has the advantage of free navigation through the San Juan, Machado, and San Francisco rivers, the Tola basin, and the Nicaragua lake, thus comparing favorably with Suez, for Lake Nicaragua is ninety miles long, and forty miles at its greatest width, while its waters afford abundant depth for vessels of the deepest draft. The total canal excavation would only amount to about forty miles, while the lake and river navigation is one hundred and thirty miles of open water. So far back as 1885, efforts were made to have congress pledge the national credit for the payment of bonds to be issued for the construction of the proposed canal, now nothing is asked for by the promoters except an act of incorporation, and as Mr. Cox of New York recently and ably argued before the House, if there was one thing more desirable than another, it was a revival of this nation's shipping interests, and if it could not be done by domestic legislation, let congress give its enterprising citizens the aegis of the republic to go out and draw to the United States the commerce of the world. A sentiment which will find an echo in the heart of every patriotic American. Not only would the canal prove advantageous to our commerce, but it would bring the Pacific slope, from southern California, to Alaska, into a nearer and more intimate relationship with the southern and New England states, by peopling our far western frontiers with those of our citizens, who long for wider fields and pastures new, where their ingenuity, and aspirations might develop to the nations future greatness.

THE LONGEST CANALS IN THE WORLD.

The imperial canal of China is over one thousand miles long. In the year 1881 was completed the greatest undertaking of the kind on the European continent, the canal of Langudoc, or the canal du Midi, to connect the Atlantic with the Mediterranean. Its length is 148 miles, it has more than one hundred locks and about fifty aqueducts, and its highest part is no less than six hundred feet above the level of the sea, while it is navigable for vessels of upwards of one hundred tons. The largest ship canal in Europe is the great North Holland canal, completed in 1825. It is 125 feet wide at the bottom, and has a depth of twenty feet, and extends from Amsterdam to the Helder, fifty-one miles. The Caledoman canal in Scotland has a length of sixty miles, including three lakes. The Suez canal is eighty-eight miles long, of which sixty-six are actual canal. The Erie canal is 350½ miles long; the Ohio canal, Cleveland to Portsmouth, 332; the Miami and Erie, Cincinnati to Toledo, 291, and the Wabash and Erie, Evansville to the Onio line, 374.

The main furnace of the iron and steel works at Duluth works is about completed.

LOST TONNAGE.

There is no more important branch of the merchant marine than that of the lakes. This is becoming more evident as the years pass by. As the *Plain Dealer* says, to which paper we are indebted for the table which follows regarding lost tonnage, the season of 1888 will be memorable in the history of lake navigation for many reasons, not least of which is the light loss of life and property from shipwreck. Old mariners fail to to recall the time when the season, as a whole, has been so free from disastrous storms. November, the month most dreaded by the mariners, passed without a blow worthy of being called a gale. The accompanying list of lost boats foot up forty-eight, with a carrying capacity aggregating 17,700 tons and a total valuation of $439,400, but these figures represent barely half the losses of 1887, when seventy boats, capable of carrying 34 400 tons and valued at $777,700 went out of existence. A year ago 116 souls went into eternity a series of ruinous storms that swept over the entire chain of lakes, while this year only sixteen lives were lost from actual shipwreck.

LOST TONNAGE.

NAME OF BOATS.	Date of accidents.	Class.	Capacity Tons.	VALUE.	OWNER.	HOME PORT.
*Paddy Murphy	April 25	Tug		$ 4,200	Thomas Axworthy	Cleveland.
Emue	April 3	Schr.	550	3,000	Baker et al	Detroit.
Bronson	May 3	Schr.	300	1,500	Capt. O'Brien	Milwaukee.
‡Georgian	May 10	Prop.	500	40,000	Capt. A. Thompson	Toronto.
William Elgin	May 19	Schr.	275	3,000	Capt. James Savage	Oswego.
‡Maggie McCrae	May 30	Schr.	675	10,000	J. Graham	St. Catharines,
‡Blanche	May 26	Schr.	210	3,500	A. Campbell	Port Colborne.
*Hand	June 9	Tug		12,000	Gratwick Lumber Company	Tonawanda,
Willie Keller	June 13	Schr.	425	5,000	Martin et al	Oswego.
John Ritchie	June 27	Schr.	230	1,200	Smith & Martin	Cheboygan.
John Tibbitts	July 11	Schr.	250	2,000	Robert Munsey	Cleveland.
Old Concord	July 25	Schr.	550	5,000	Sturtevant Lumber Company	Cleveland.
*John Cowan	Aug. 1	Tug		3,000		South Frankfort
‡Belle Wilson	Aug. 8	Prop.	180	12,000	C. Gillespie	Picton.
J. R. Pelton	Aug. 12	Schr.	275	3,500	E J. Cuyler et al	Cleveland.
‡D. Freeman	Aug. 12	Schr.	275	4,000	Downey & Co	Port Burwell.
W. H. Oades	Aug. 15	Schr.	500	6,000	Stone et al	Detroit.
Arcturus	Aug. 19	Schr.	275	1,500	A. A. Pinet	East Saginaw.
Forest City	Sept. 1	Tug		6,000	M. A. Bradley	Cleveland.
*Handy Boy	Sept. 4	Prop.	285	12,000	Kelley's Island Lime Company	Cleveland.
*St. Joseph	Sept. 15	Prop.	400	30,000	Harvey Lumber Company	Chicago.
Fleetwing	Sept. 28	Schr.	250	3,500	Wilson et al	Wilson.
Australia	Oct. 1	Schr.	300	2,500	William H. Horn	Chicago.
R. N. Rice	Oct. 1	Schr.	800	2,500	P. O'Day	Buffalo.
St Clair	Oct 1	Schr.	450	3,000	C. H. Wescott	Marine City.
Cromwell	Oct. 1	Schr.	450	3,000	Wescott & Co	Detroit.
‡Brandon	Oct. 1	Schr.	450	15,000	Montreal Transportation Company	Kingston.
Tim Baker	Oct. 1	Schr.	325	2,000	Scott & Shaw	Marine City.
‡Matawan	Oct. 2	Prop.	525	15,000	H. & A. Allan	Montreal.
†A. M. Foster	Oct. 8	Prop.	200	2,000	Marks & Co	Port Arthur.
Reed Case	Oct. 19	Schr.	510	8,500	C. S. Magill et al	Chicago.
‡City of Montreal	Oct. 19	Prop.	525	15,000	A. Campbell	Toronto.
Adirondac	Oct. 21	Schr.	475	1,500		Chicago.
Duncan City	Oct. 22	Schr.	325	1,500	Capt. Parker	Chicago.
*Amethyst	Oct. 25	Tug		2,500	Cooley, Lavaque & Co	Chicago.
Lawrence	Oct. 30	Tug		6,000	Sturgeon Bay Lumber Company	
Melita	Oct. 30	Schr.	100	2,500	Seymour et al	Manistee.
L. Seaton	Nov. 5	Schr.	450	5,500	John McLaughlin	Buffalo.
*Robert Noble	Nov. 6	Prop.	100	4,500	George O. Spear et al	Sturgeon Bay.
*Don M. Dickinson	Nov. 11	Prop.	475	8,000	Wescott & Co	Detroit.
Banner	Nov. 11	Schr.	420	2,500	Capt. Webb	Mt. Clemens.
Northwest	Nov. 13	Schr.	1,550	35,000	James Corrigan	Cleveland.
*H. S. Hubbell	Nov. 13	Prop.	450	30,000	Johnson, Spry & Co	Chicago.
Starucca	Nov. 15	Prop.	1 400	65,000	Union Steamboat Company	Buffalo.
W. I. Preston	Nov. 18	Schr.	500	6,000	J. Goble	Oswego.
*Leland	Nov. 20	Prop.	375	18,000	Capt. Slyfield	St. Clair.
Clara	Nov. 22	Schr.	200	1 000	Chris Braunsdorfh	Sheboygan.
Ann P. Dorr	Nov. 26	Tug		9,500	W. Cheney	Buffalo.
Totals			17,760	$439,400		

*Burned. ‡Canadian. Number of boats lost, 48.

LAKE ERIE BOILER WORKS.

Following is a list of boilers built by the Lake Erie Boiler Works, Buffalo, N. Y., during the year 1888. All the riveting flanging, drilling, hoisting and handling were done by hydraulic machinery and all rivet holes drilled by multiple hydraulic drilling machinery after plates formed in place.

They have orders in hand for a number of large marine boilers for spring and summer delivery.

In the month of November 1888, they built six Scotch boilers, each 11 feet diameter by 12 feet long, for 150 pounds steam, and one 12 feet diameter by 12½ feet long for 125 pounds steam. In December they built six Scotch boilers each 12 feet diameter by 11 feet long, for 160 pounds steam. They claim to have the best equipped plant in America for the manufacture of modern marine boilers, and think their claim is well established

List of Marine Boilers built by the Lake Erie Boiler Works, Buffalo, N. Y., from January 1st, 1888, to January 1st, 1889.

No. of Boilers.	Type of Boilers.	Diameter of Boilers.	Length of Boilers.	Kind of Material and Tensile Strength.	Working pressure
	Rectangular	ft. in.	ft. in.	Steel	
2	Fire box.	10 0	16 6	6000 lbs.	125 lbs.
3	"	6 6	13 0	"	130 "
1	"	9 6	16 0	"	125 "
3	"	7 6	13 0	"	140 "
1	"	7 6	13 0	"	150 "
1	"	8 6	13 0	"	125 "
4	Scotch.	12 0	12 6	"	130 "
4	"	12 0	11 3	"	125 "
4	"	11 6	12 0	"	125 "
1	"	9 6	14 0	"	130 "
10	"	11 0	12 0	"	150 "
1	"	9 0	17 0	"	125 "
8	"	12 0	11 0	"	160 "
2	Double end Scotch.	11 8	18 0	"	160 "
45					

WORK OF THE LIFE SAVERS.

BUFFALO, N. Y., December 22, 1888.

To the Editor of the Marine Record.

DEAR SIR: Herewith find tabulated statement of disasters and rescues of life and property, in this 9th district of the United States life saving service during the year just closed, which, as compared to work of preceeding years, shows a great decrease in casualties, and corresponding decrease in the loss of life and property; and yet the number of lives and amount of valuable property that the life savers have been instrumental in saving from perils of the deep, shows favorably the value of the service upon the great lakes.

STATIONS.	No. of disasters.	No. of lives imperiled.	No of lives saved from peril.	No. of lives lost.	Property imperiled.	Property saved from peril.	Property lost.	Bodies recovered and interred.
Big Sandy	3	12	12	0	$9,567	$ 9,267	$ 300	....
Oswego	1	2	2	0	25	25	.....	....
Charlotte	8	15	14	1	3,595	3,560	35	....
Buffalo	5	9	8	1	7,050	7,025	25	....
Erie	4	21	21	0	80,475	80,475	.....	1
Fairport	7	39	39	0	179,20 0	126,350	52,850	1
Cleveland	17	33	33	0	69,825	60,075	9,750	2
Marblehead	3	16	16	0	6,250	1,730	4,520	....
Louisville	23	41	41	0	376	376	.....	11
Totals	71	188	186	2	$356,363	$288,883	$67,480	15

THIS office is in receipt of a valuable desk almanac presented by the Pope Manufacturing Co., 79 Franklin street, Boston Mass., each leaf containing, besides the usual calendar form, a literary notice from the principal papers of the United States, on the health giving effects of bicycle riding, etc. The Pope Manufacturing Co. are also makers of type-writers and have branch offices at Wabash ave. Chicago, and Warren street, New York.

COMPLIMENTS OF THE SEASON.

The MARINE RECORD, with the present number enters upon the eleventh volume, and we venture to say that the course it has taken during the year just closed, has been a benefit to the interests for which we print, and a welcome messenger to those who go down to the sea in ships. As is customary with technical papers on the event of a new volume we take this occasion to thank our subscribers and advertisers for the patronage, and courtesy they have extended to us during the past year. We have striven to keep before our readers events of local and national importance to the marine of the great lakes, endeavoring in all instances to meet the full requirements of an official marine paper. That our efforts have been fully appreciated we are only too pleased to acknowledge and correspondence from shippers, owners, captains and seamen agreeably testify to the good repute and importance attached to articles and general port news published each week in the columns of this paper.

We have much reason to congratulate the marine interests for the enterprise exhibited in all branches of the industry during the year just fled. From the memorable trip of the ice crusher St. Ignace to the close of the season wider the views, have occasioned a series of fortunate results, in many cases exceeding the expectations for the future. We sincerely hope that the new year of 1889 may be a more prosperous year throughout lake region than any of its predecessors, and events now transpiring materially assist our wishes in this direction. In conclusion we may say to our well wishers, comprising the entire lake marine, that to those who have been fortunate in the past we trust they may be doubly fortunate in the future. While to those who have experienced a certain amount of neglect (if there are any such) the following quotable lines express our wishes.

As half in shade and half in sun,
This world along its path advances,
Then may that side the sun's upon,
Be all that e'er shall meet thy glances.

Thus having strained our poetical license, to the last thread we again wish our patrons a happy and prosperous New Year.

INTERNATIONAL MARINE CONFERENCE.

An International Marine Conference composed of delegates from all the great maritime nations of the world, for the purpose of securing greater safety for life and property at sea, by revising and amending the "rules of the road" and "international code of flag signals," and to establish a uniform system of marine signals or other means of plainly indicating the direction in which vessels are moving during fogs, snow storms, darkness or other foul weather, and to compare and discuss the various systems employed for saving human life from shipwreck and to formulate and submit for ratification marine regulations for prevention of collision and other avoidable disasters at sea, was authorized by act of congress and became a law July 9th 1888. This act authorized the president to invite maritime nations of the world to send delegates to the conference, to meet with the delegates of the United States at Washington, in April 1889, and in the interim, to appoint seven delegates on the part of the United States to attend the convention, one of which shall be an officer of the United States Navy, two from the merchant marine, one of which shall be the master of a steam, and the other master of a sail vessel, and one an official of the life saving service; two to be citizens familiar with the shipping and admiralty practice, and one to be a delegate at large. The secretary of state had issued the invitations to the maritime powers and it is now understood, is receiving hearty responses thereto, and rumor has it, that the selection of delegates to represent the United States is now being made and that the representatives of the navy, merchant marine and citizen experts in shipping and admiralty practice will surely come from the seaboard, and thus our great lake interests will be overshadowed or given the go by. It is high time therefore that the shipping interests of the lakes should foster themselves, and work to secure the appointment of some one of their number as the "delegate at large". We have the very best of material to draw from and work upon; active, able men, of long experience afloat, instance: Captain W. P. Henry, James Davidson, W. M. Egan, Ira H. Owen, R. P. Fitzgerald, David Vance, Thomas Wilson, H. J. Webb, George P. McKay, and many others who are in position to afford the time and expense required to serve through the sittings of the convention, and it has been proposed and is seconded by the RECORD, that a well directed effort be made to secure the appointment of the delegate designed to represent the life saving service, from among our own lake people, and that Captain D. P. Dobbins of Buffalo, is the one lake man eligible, and would fill the bill to a dot. Captain Dobbins, as is well known, is one of the oldest lake navigators. He has served in about every capacity on board sail and steam vessels on the lakes and at sea, to a limited extent, which, with his twelve years good

service as superintendent of the 9th district, would seem to well qualify him for this position. Let the Lake Carrier's association and the Cleveland vessel owner's association take the matter in hand e'er it is too late, and get to work to secure as strong a delegation as possible to give our great lake interests a fair and prominent showing in the conference. There is too much at stake to allow it to go by default,

LAUNCH OF THE STEEL STEAMER, NORTHERN WAVE.

The adventurous spirit and courage of the men who, centuries ago, sailed on unknown seas in search of new worlds amaze us. If there were any new worlds left for us to discover, we would go in iron steamers and enjoy comfort, luxury and safety. But those men sailed in ships, some of which were not over twenty tons burden, sailed without charts, or canned milk, or electric hair brushes, or a smoking room, or any one who would play poker or bet on the daily run of the ship, in fact, without any of the modern comforts of ocean travel; but they kept on discovering us, all over this continent, even when sometimes they had to work Sundays, and go for days without food, and stand watches to keep the sailors from lunching off each other. They really deservrd credit for this, especially when it is considered that when they got through a job of discovering, and went home and reported to the kings who owned them, they were sometimes put in prison, or had their heads amputated.

The above refrain exemplifies the present age as much as does the fact that notwithstanding the fire at the iron yard of the Globe Iron Works Co., they continue to water their stock, that is, to day, exactly on the minute, at 3 o'clock, they launched the fine steel steamer Northern Wave in the presence of a multitude of people. John Smith, at a launch takes the "cake", to use a homely phrase, as he is always on time to the minute, and anyone who thinks to delay always "gets left." It is interesting to note how nicely Mr. Smith calculates the time, even holding the boat until the last minnte in order that the new candidate for honors may not get away before time.

The Northern Wave is the fifth boat for the Northern line, and one of the finest finished, although they are all built on the same lines and are among the grandest specimens of architecture that have ever been turned loose from any shipyard.

It would be a grand sight to see this fleet of the Northern line, six fine large steel steamboats steam out of this port in the spring, one closely following after the other, to win profits and renown for their owners.

Miss Carrie Ashburn had the honor of christening the Northern Wave, which was done in a very graceful manner, in the presence of, and assisted by, Mrs. A. S. Gilman, Miss Clarke, Miss Poole and the pretty little Miss Gacie Gilman. The ladies were kept strictly under the convoy of Mr. Luther Allen, secretary and treasurer of the Globe Iron Works Co.

Evidently Miss Carrie has secured a corner on christening, as this is the fifth boat she has been the official at the important ceremony, each time evincing firmness and composure suitable to the occasion.

We noticed a larger number of our marine friends present than usual, all of whom seemed proud of the splendid specimen of skill and workmanship, exhibited in the completion of this fine boat, and remarks congratulatory to her builders were heard from all quarters. It would seem, looking along the vessel's side, as if she had been moulded together in a mass, for not a rivet head, mark, or abrasion could be distinguished. More especially were the onlookers pleased at the prompt manner and the exact time at which the boat started from the ways, and the usual running, hammering, wedging, and bustle so frequently witnessed was conspicuous by its entire absence. The launch was appropriately fitted out with new bunting, having the union jack at the stem, the house flag at the fore, the burgee at the main, and the ensign at the mizzen. When the Northern Wave took her grand virgin plunge it was noticed that she was marked up to 16 feet, her draft of water being 3 feet 7½ inches forward and 7 feet half inch aft, or a mean draft of 5 feet 4 inches. Her dimensions are 312 feet over all, 293 feet keel, 40 feet beam, and 24 feet 6 inches moulded depth. The engines, which will be run by S. Miller, and are already placed in the vessel, are triple expansion cylinders 24, 38, and 61 inches by 42 inches stroke, indicated horse power 1200, sectional wheel 14 feet in diameter and 17 feet pitch, her two steel boilers, weighing 40 tons, are 12 feet 6 inches by 14 feet 7 inches, and they will be placed on board at an early date.

Among the large number attending the launch may be mentioned Mr. Haskell, from Ogdensburg, N. Y., Captain Holmes and daughter, Messrs. DeWolf, Wright, Fitzpatrick, Captain Nicholson, one of the oldest insurance inspecters for the mercantile company, Captains Murch, Mack, Jack and Thomas Lowe, Doville, Brown and many engineers. Also, among the witnesses of the launch were Messrs. Mark Hanna, and H. M. Hanna, accompanied by ladies.

The respective names of the steamboats of this line are Northern Light, North Wind, Northern King, Northern Queen, and the Northern Wave, and the one to follow will be the North Star. The next Northener will probably be launched about February 18, completing a fleet of six steel steamers, of which it may be said that no finer or better finished boats are afloat on fresh water. The Globe Iron Works shipyard represents a length of nearly 1,500 feet, the whole space of which has been occupied, and will be kept so for some time to come, in filling orders for building, already in hand, and their system is not according to the old-time Eastern style of building by the mile and cutting off by the order, but it would seem that they push out a completed section and continue the line.

WINTER MOORINGS.

The Toronto *Empire* publishes the following list of vessels laid up at different Canadian ports along the lakes. It will be valuable as a means of reference to all vessel men, as by it they can tell just where any vessel is stationed. There are a few ports not yet accounted for, but they will be published as soon as received:

TORONTO.

Schooners—Dundee, Captain Kelly; Jessie Drummond, Captain Jackson; Snowbird, Captain Beard; Flora, Jesse McDonald, British Queen, Brothers, Emerald, Captain Colahan; Acacia, Captain Coates: Clara Youell, Captain M. Troy; Maple Leaf, Helen, M. A. Hall, Starling, Captain McDonald; Speedwell, Captain Williams; W. T. Greenwood, Captain Ure; H. M. Ballou, P. F. Young, Mary Everett, J. G. Worts, Captain Williamson; Eric Stewart, St. Louis, Captain Gribbon.

Propellers and steambarges—Rosedale, Captain Ewart; Bruno, Captain Clifford; Schickluna, Captain Jackson; Alma Munro, Captain Hume; Cuba, Captain Vaughn; Erin, Captain Sullivan; Clinton, Captain Maitland; W. B. Hall, Captain Kane.

Steamers—Chicoutimi, Captan Parkinson; Chicora, Captain McGiffin; Cibola, Captain McCorquodale; Hastings, Captain Boyd, Rupert, Captain Tripp; J. M. Steinhoff, Arlington, Gertrude, J. L. McEdwards, Captain F. Tyman; Greyhound, Captain Donaldson.

Tugs—Frank Jackman, Captain Jackman; Dolphin, Captain Jackman; Ed. Blake.

OWEN SOUND.

The season of navigation may now be considered closed, and the vessels in the harbor are being put in shape for the winter. Of steam vessels we have the Athabasca, Alberta and Campana of the C. P. R. line; the Cormora and Cambria of the Canada Lake Superior Transit Company; the Alderson of the Georgian Bay Transit Company; Cook & Co.'s supply steamer Meteor; the government steamers Bayfield and Cruiser, steambarge Kincardine and the tugs Athens, Nellie Reid, Siskiwit, Alpha and Heather Belle; and the steam yacht Mocking Bird. It is a remarkable fact that there is not a sailing vessel in port and there is little likelihood of there being any this winter. Dredges No. 4 and No. 9 with scows will also winter here.

The Cambria is now on the drydock, cut in two, and is having 36 feet added to her length, and when completed will make one of the staunchest crafts on the Sault ste Marie route.

Owen Sound struck a genuine bonanza when it secured the establishment of the Polson shipyard. Mr. Polson has three hundred and twenty men engaged at the present time, and has just taken an order for a new steel steamer for the Parry Sound Lumber Company, which will keep a full staff busy all next summer. A by law granting $15,000 to the Polson Iron Works Co, to assist them in purchasing the Owen Sound drydock was voted upon on Friday and carried by a large majority. The Polson Iron Works Co. has a very large plant for the building of iron and steel steamships, yachts and launches and marine engines and boilers; also the Brown automatic engine, which is said to be the most economical in the market. The headquarters of the works are in Toronto.

OAKVILLE.

Oakville harbor presents a very busy appearance, quite a number of steamers and sailing vessels laid up for the winter: The Doty line of Toronto ferry steamers, viz: The Sadie, Canadian, Mascott, John Hanlan, Queen City and Luella are on the west side of the harbor. On the east side are the schooners Grimsby, Albacore, Highland Beauty, Rover and Hope. Captain J. Quinn, who owns the Highland Beauty, has had her hauled out put in good shape and launched, and is now hauling out the Rover. James Andrew, ship builder, is giving the Grimsby and Albacore a thorough overhauling, and we expect some more here to be repaired. There is some talk of building a drydock here. The yachts Aggie Marlatt and Armstrong are removing the iron from her keel and are going to replace it with five tons of lead.

HAMILTON.

The following vessels are now laid up at this port for the winter: Propellers Celtic and Michigan at Mackay's wharf, where also lies the Macassa (Hamilton Steamboat Company;) propellers Canada and Myles at McIlwaith's wharf; propeller Acadia at Zealand's wharf. The schooner Gulnair is at Miles' dock, and the Ella Morton at Morton & Reids. The schooner Laura of Windsor is at McGee's wharf; also schooner Undine.

The propeller Ontario has been sold by her owners (Mackay & Son) to an American firm for $5,000 cash, and is laid up for the season at Charlotte.

PORT ELGIN.

Navigation at this port has closed after a most successful season, the harbor master reporting a larger number of arrivals than for any previous year. The splendid protection afforded vessels while loading or unloading, and for wintering, has been pronounced by lake captains to be the best on the eastern shore of Lake Huron. The completion of the breakwater and beacon will add greatly to its protection. The following craft are wintering here: Steambarge P. Cress, tugs Jas. Clark, Juno, A. Chambers, Eagle, schooners Eairline. The schooner H. Baird is being hauled out for repairs.

WHITBY.

The vessels wintering at Whitby are: Schooner Flora Carveth. Captain Sam E. Philp; schooner Wm. Jamieson, Captain Joseph Philp; schooner John Wesley, schooner Coral.

The season has not been a favorable one to vessel owners here. There has been a large increase in the quantity of grain, almost altogether barley, handled wholly by the railroads from interior points, thus damaging the carrying trade from a harbor having railway terminal facilities such as is the case here.

GODERICH.

The Canadian vessels in this harbor at present are: Schooners J. N. Carter, Jane McLeod, J. G. Kolfage, H. N. Todman, Pinafore, Goldhunter, Mary S. Gordon, and the Evening Star, to be repaired, and the Ontario, which is being thoroughly rebuilt by Mr. W. Marlton.

Mr. Marlton is also going to build this winter a new schooner, of about 17,000 bushels capacity. There are also here the steamer J. H. Jones and two tugs, Acadia and William H. Siebold.

BELLEVILLE.

The following is a full list of the vessels wintering here: Steamers Annie Gilbert, Nellie Cuthbert, Omega, tug E. Bouan, steambarge Water Lily, schooners D. Freeman, Rainbow, Restless, Friend; sloops Empress, Hattie Ann, Sovereign, Glasgow, Minerva; barge Unwald; yachts Norah, Dauntless, Iolanthe, Angelo, Agnes, Belle; steamlaunch Lenga.

PORT DALHOUSIE.

The following vessels are tied up here: Steamers Enterprise, Sir S. L. Tilley, Tecumseh, Mazeppa, Metamora. Solis, Antelope, Albatross, A. Majo, Kate Eckles. barges M. C. Cameron, Cavalier, Benson, Russell; tugs Maggie Mitchell, Sam Perry, Harry Neelon, James Norris, Joe Mack, Rambler.

ST. CATHERINES.

The following are laid up here: Steamers Ocean, Persia, schooners T. K. Merritt. J. N. Benson, H. M. Neelon, Defiance, Gleniffer, Huron and tug Charlton.

BRIGHTON.

Wintering here are: Schooners E. R. Proctor, Fleetwing, Rodney, Alice and Mary, Eugene, Keewatin, Garibaldi, Yacht Atlanta, Dredge H. B. Hamill, Tug J. J. Hunter.

FRENCHMAN'S BAY.

Vessels wintering here are: Stonebookers Madeline, North west, John Wesley, Jessie Stewart, Bismarck.

BOWMANVILLE.

Schooners Trade Wind, John Shaw; S. & J. Collier, Robert Snetsinger.

TRENTON.

The only vessel wintering here is the steamer Verona.

PORL BURWELL.

Laid up here is the schooner Sarah.

DESERONTO.

The schooner Picton is now tied up for the winter.

On the ship yard hauled out for repairs this winter are the stramers Quinte, Southern Belle, Ripple, steambarge Reliance, dredge Munson and a pleasure yacht owned by Mr. W. W. Byington, of Albany, N. Y. The steambarge Nile, the schooner W. Y. Emory, owned by D. W. Allison and James Savage, are to undergo repairs. The elevator barge Industry is also on the drydock. At the east end are the steamers Armenia, Deseronto, steambarge Resolute, tug Rescue, schooners Picton and Pilot, barges Isis and Bedford, and sloop Bungeye. The steamers Geneva and Ella Ross are also anchored near the trestle dock with the barge Puritan and the schooner L. D. Bullock, of Napanee. The fleet that winters here is a large one, and on nearly every vessel some repairs will be made during the season, which will keep the shipyard works busy the entire winter. The steambarge Nile, Captain Daly, was the first to go on her route, on April 23, and made the longest season, going into winter quarters on December 10. The steambarges Reliance and Resolute, plying between here and Oswego, N. Y., have principally done a lumber traffic, and report a business in excess of former years. The different bay steamers report a good business in freight, and during the summer time did a fair excursion business.

COLLINGWOOD.

The season of navigation for 1888 has closed, and the last boat of the season is in port. The entire fleet of the Great Northern Transit company, consisting of the steamer Baltic and the propellers Pacific, Atlantic and Northern Belle, are in winter quarters at this port.

PORT HOPE.

The vessels wintering at Port Hope this year are as follows: Schooners Echo, Captain John Breen; Ocean Wave, Captain Wm. Martin; Garibaldi, Captain Carson; Mary Ann Lydon, Captain George Robinson; Two Brothers, Captain McCrimmon; Flora Emma, Captain Thomas Fox; Annie Minnes, Captain James McVinney; Marie Annette, Captain Robert Henning; Wave Crest, Captain Chas. Wakely; Oliver Mowat, Captain James H. Peacock; Vienna, Captain Joseph Braund; Caroline Marsh, Captain Walter Caldwell; W. J. Suffell, Captain Robert Rankin. Steamer Norseman, Captain Dunlape. government dredge Ontario; government tug John A.

The Great Western, Captain James Hadden, owner, has been hauled out at the yard and will undergo a thorough rebuild.

The yacht Irene, R. C. Smith owner, has also been hauled out, and will have some slight repairing done to her before being launched in the spring.

KINGSTON.

The crafts wintering here, other than boats of the M. T. and K. and M. forwarding companies, are the steamers Scotia and consorts, St. Lawrence, Maynard, Islander, Maud, Niagara, Van Allen, Hero, Kathleen and the schooners Jessie Breck, Singapore, Annie Foster, Philo Bennett, Julia, Queen of the Lakes, White Oak. The Niagara and Van Allen will have their engines compounded during the winter, and the steamer Maynard will get a new hull.

MILWAUKEE, WIS.

Special to the Marine Record.

Mr. Jas. F. Farwell, harbor master of Milwaukee, reports to the authorities as follows: Permit me to present to your notice, as one interested in the lake marine commerce of the port of Milwaukee, a report of the number of vessels, steam and sail, now in winter quarters at this port, also other items of interest to you in your interested position as a citizen of Milwaukee. Grain steamers 19, grain schooners 12, lumber steamers 15, lumber schooners 62, excursion steamers 2, government steamer 1, harbor tugs 10, total 121. Steam tonnage 29,573, sail tonnage 18,358, aggregate tonnage 47,931.

Aggregate number of arrivals and departures 10,532, aggregate tonnage of arrivals and departures 4,930,182.

Total receipts of coal for the season of 1888 by lake—Anthracite 732,446 net tons, bituminous 236,726, grand total receipts 969,172, increase receipts of anthracite over 1887 247,418 decrease receipts of bituminous from 1887 15-045.

Receipts by lake for the season of 1888—lumber, feet 171,772,000, wood, cords 101,116, bark, cords 45,154, iron ore, net tons 31,209.

Receipts of salt by lake for 1888—barrels 410,236, sacks 2,630, tons in bulk 4,700, cases 425.

1888 has witnessed the solving of the great aggravated sanitary problem of the Milwaukee river by the introduction of the flushing tunnel, which is acknowledged a decided success by all parties.

MILWAUKEE, WIS.

Special to the Marine Record.

Steamers and schooners moored in Milwaukee for the winter of 1888-1889.

STEAMERS.

Helena,	Veronica,
Brittanic,	R. P. Flower,
H. L. Vance,	Progress,
Thos. Davidson,	W. H. Wolf,
Geo. H Dyer,	Omaha,
John Rugee,	Mahant,
John Pridgeon, Jr.,	Simon Langell,
W. M. Egan,	Massachusetts,
Manhattan,	Merrimac,
Minnesota,	Roanoke,
Westover,	J. H. Shrigley,
Susie Chipman,	Colin Campbell,
Robt. Holland,	G. C. Markham,
New Erie,	Wm. Rudolf,
C. H. Starke,	Joys,
Gen. Burnham,	Arcadia,
Mary Groh,	Hilton,
Allmendinger,	Rand,
W. J. Gordon,	Imperial,
Vesta, V.	

TUGS.

Welcome,	S. S. Coe,
J. J. Hagerman,	F. C. Maxon,
Dexter,	E. D. Holton,
J. B. Merrill,	John Evenson,
H. F. Bues.	

REVENUE STEAMER.

Andy Johnson.

SCHOONERS.

Moonlight,	J. I. Case,
J. B. Merrill,	Saveland,
Erastus Corning,	Delaware,
Porter,	G. G. Houghton,
M. E. Tremble,	H. M. Scove,
J. B. Jones,	Elida,
Rob Roy,	Conquest.
Maggie Thompson,	A. B C. F. M.,
Lewis Ludington,	Penobscott,
Experiment,	Ruby,
W. H. Chapman,	Challenge,
Evelyn,	L. A. Burton,
James Garrett,	E. Sevill,
Active,	Wallahalla,
J. A. Traverse,	R. P. Mason,
M. L. Collins,	Madona,
Transit,	City of Erie,
M. Capron,	Boaz,
J. W. Wescott,	Onida,
J. C. Bauer,	Starke,
Surprise,	Wm. Aldrich,
Annie O. Hanson,	Black Hawk,
Pride,	LaPetite,
Fearless,	L. M. Perry,
Artic,	Leo,
Guide,	Vermont,
Arrow,	A. M. Beers.

SCOWS.

Nellie Church,	Salina,
J. B. Prime,	M. N. Dunham,
Dan Mabee,	L. May Guthrie,
Sassacus,	Agnes,
Mary Ludwig,	S. Thall,
Green Bay,	R. H. Becker,
Silver Cloud,	South Side,
Trio,	Mary and Eliza.

BARGES.

Metacomet,	Mary Woolson,
Allegheny,	Middlesex,
Grace Grummond.	

JAMES H. TROWELL, Harbor Master.

MT. CLEMENS.

Special to the Marine Record.

The river was frozen over last week and all are in winter quarters. A list of those laid up here are: Steambarges J. S. Ruby, Sakie Shepherd, City of Mt. Clemens, passenger steamer Nellie, steam yacht Roberta, tow barges Jennett, Alvina and Eugene Vesta, scow T. H. Moore.

A new tow barge being built by the Tonawanda barge line, at Captain Wm. Dulce's shipyard is well along; she is all planked and deck beams all on. The dimensions are as follows: Keel 178 feet, beam 32 feet, depth of hold 12 feet, over all 185 feet. She is built of first class oak and iron strap. Mr. Archil Stewart is the builder. She is to be employed in lumber trade between Manistee and Tonawanda, her carrying capacity of lumber will be eight hundred thousand feet or, one thousand ton of iron ore. She will have three masts and schooner rig, and will be ready when navigation opens.

MARINE CITY, MICH.

They have the bottom of the new steamer at Holland's yard, planked

The new steamship at Morley's yard is nearly in frame

The steamer New Baltimore brought in a raft of logs from near Algonac, for Robert Holland's ship yard, on Sunday,

Captain J. A. Ward and M. P. Lester have been in Wallaceburg, Ont., for several days the first of the week buying oak timber for the T. & S. T. Co.'s ship yard.

J. C. Miller has purchased the barge Sea Gull, and he will haul her out and give her a thorough rebuild, and convert her into a steambarge Workmen are now engaged in hauling her out, near Baird's salt block.

The marine beneficial association held their first meeting of the season on Saturday evening next, at Freiderich's hall.

There are now ninety-two boats on the lakes which were built in this city. A complete list will be given in the issue of January 10, 1889.

In a recent issue of the MARINE RECORD we published an article under the heading of Fifty Years of the North Atlantic Passenger Trade, from Joseph R. Oldham of Buffalo. In relation to the article we wish to state that the tonnage of the first Inman line screw steamer the City of Glasgow was sixteen hundred tons. We would also like to correct a paragraph in the same article to read—That by the consumption of forty tons of coal in a modern steamship with the most approved engines, boilers and screw propeller, four thousand tons of freight may be carried a distance of five hundred miles, or in cost of fuel the rate should not exceed three hundred and fifty tons of freight transported a distance of one mile for one cent.

THE phenomenal weather we are now having in this locality, and in fact over the lake states, should meet with an unusually keen attention from our signal service and weather bureau statisticians. There are evidently powers at work that the economy and theory of natural science ought to be in a position to elucidate. Many men who from the nature of their calling etc., have been and are obliged to watch closely the various changes in the season, speak of this weather as being inexplicable. Astronomers seem to have been rather disappointed with the results of their observations taken during the recent solar eclipse January 1, the low altitude rendered the observations of less importance than usual.

Tug Uncle Sam.

Length 60 feet, beam 14 feet, depth 7 feet, draft 8 feet, engine 17 by 17; steel boiler 12 feet long, 5 feet 4 inches diameter, of ⅜ths plate, allowed 100 pounds of steam. Hull rebuilt in 1887. Price $5000.

Tug J. C. Ingram,

Length 54 feet, beam 15 feet 6 inches, depth 7 feet, engine 17 by 18, boiler 10 feet long, 5½ feet diameter, of ⅜ths plate, allowed 60 pounds of steam. Rebuilt in 1885. Price $5000. Apply to the

DUNHAM TOWING & WRECKING CO.,
234 South Water St., Chicago, Ill.

WANTED—TO BUY TWO TOW BARGES of about, 500,000 capacity, or two A 2 schooners. Address, CAPTAIN A. FLAGSTAD, Montague, Mich,

FOR SALE.

THE FINE FRAME BUILT scow Kate Grant, is offered at $950. She is only eight years old, and cost $2,800 to build. She has been well salted, and taken care of, and is now in perfect condition. Any one requiring such a bottom would do well to inquire for farther particulars to her owners.
CHARLES L. WINNE & CO., Port Clinton, Ohio.

FOR SALE.

SCHOONER FRANC MINER. Her dimensions are as follows: 68 feet keel, 17 feet beam, 5 feet hold, she has two masts and is three years old, in good shape, outfit and all. I also have a complete outfit for a tug or barge, engine 18 by 20, boiler 6½ by 14, shaft wheel and all complete For particulars write to L. NAU, Green Bay, or CAPTAIN J. A. CUSICK, Fort Howard, Wis.

FOR SALE.

STEAM BARGE PASSAIC, and four consorts. Capacity, 3,300 tons coal or 2,400,000 feet timber. Boat now laid up at Buffalo. For terms and price, inquire of J. M. JONES, 52 Griswold St., or C. C. BLODGETT, 242 Woodbridge St., Detroit, Michigan.

FOR SALE.

THE OWNER of a one third share in a fine handy steambarge 200 tons net, wishes to dispose of his interest. She is in good order and condition, and was doing work up to the middle of December. Her present valuation is $13,000 classed B 1. For further particulars, inquire, MARINE RECORD, Cleveland, O.

MARITIME LAW.

MARITIME LIEN—REPAIRS—PERSONAL CREDIT—WHAT CIRCUMSTANCES WILL RAISE A PRESUMPTION OF.

U. S. District Court, Southern District of New York.

Libelant, a ship wright in Jersey City, called at the office of the owner of the James Farrell and asked if he had any work to be done, and the boat was afterwards sent to libelant at Jersey City, where repairs were put upon the vessel, to recover for the value of which this suit was brought. A note was given in New York for the value of the repairs, which was once renewed. Prior to the commencement of this suit, the boat had passed into the hands of another owner, under foreclosure and sale of a mortgage upon her. Held, that the facts that the work was originally, sought by the libelants at the office of the owners representative in New York; that his bill was rendered them; that a note was then twice taken for payment; that the vessel was frequently present and subject to suit, but that 9 months after and when the vessel had virtually passed into *bona fide* hands, indicated that the work was intended to be done on personal credit and not on the credit of the boat; and that the libel should be dismissed.

The canal boat James Farrell was owned in New York by the wife of E. M. Parker; her husband attended to the business of the boat and had an office in this city. In March, 1887 the libelant, a shipwright in Jersey City, called at Mr. Parker's office and inquired if he had any work to be done in his line. Mr. Parker afterwards sent for him to look at the Farrell, and give an estimate for repairs, which was done, and Mr. Parker said that the boat would be sent over soon. Not long after, she was sent over in charge of the captain of the boat, and repairs were put upon her to the amount of $289.66; the captain remaining in charge of the boat and keeping the time of the workmen. The work was completed on the 10th of May, 1887, for which at Parker's request, his note was taken for the bill, which was once renewed, but not paid; and the boat was libeled on the 29 h of December. The return of the note was tende ed the libelant on the trial. On September 19, 1887, the claimants took a chattel mortgage from Mrs. Parker covering a coal yard and a half interest in the Farrell, with some other property as security for coal previously furnished, and for coal afterwards supplied on the faith of the security. The evidence indicates that the description of a "half interest" in the vessel was a mistake, and that the whole was intended to be mortgaged, and by a subsequent oral agreement was understood to be covered by the mortgage. For default of payment the mortgaged property, including the vessel, bought in by the claimant for much less than the debt secured. The answer set up a sale on personal credit, and a superiar equity under the subsequent mortgage and foreclosure.

Brown, J.

Through no one circumstance in this case might be deemed sufficient to exclude a maritime lien, yet taking all the facts together, I think the work must be held done upon the personal credit of the owner and not upon the credit of the ship. Under the decisions, I should have upheld the lien, had there been no adverse circumstances save the previous negotiation for the repairs by the libelant with the owner's representative in New York. For the repairs were in fact made in another state, while the master hen was in charge of the boat, and hence they were received by the master for the use of the vessel. The Sois, 35 Fed. Rep. 545; the Hiram R. Dixon; 33 do. 297; the Chelmsford, 34 do. 399, and cases there cited; the Huron, 29 do. 183; the Argonaur, 36 do. —the Christopher North 6 Biss. 414. The mere fact that the original negotiations were made with the owner in his own state, may not afford a presumption that an exclusive personal credit was intended; or that the material man in furnishing the repairs or supplies to the vessel and to the master in another state, intended to waive the security of the maritime lien that the *lex loci* ordinarily affords for such benefits to the ship. See, however, the observation of Judge Butler in the case of the Chelmsford, supra. Here the further circumstances that the work was sought by the libelant at the office of the owner's representative in New York; that the bill was rendered there; that a note was twice taken for payment; that the vessel was frequently present and subject to suit; and that, nevertheless, no libel was filed, nor any lien upon the ship claimed until between 8 and 9 months after the work was done, and after the vessel had virtually passed into *bona fide* hands seem to me to require that the work should be done on personal credit and not on the credit of the boat. The Camilla, Tancy, 400; the Norman, 28 Fed. Rep. 383 the Transit, 4 Ben. 557; the Sea Flower. 1 Blatch. 361; the Suliote, 23 Fed. Rep. 919, 924, 927 (affirmed on appeal;) the May Morgan, 28 Fed. Rep. 196; the Clement, 34 Fed. Rep. 402.

On that ground the libel is dismissed, but without costs.

November 1, 1888.

William J. O'Connor, the champion oarsman of America, will start for San Francisco with George W. Lee in two weeks to row Jack Gaudaur for $2,000 and the championship. O'Connor said that he would leave for Australia on March 7, to row Searle, the champion of the world, for $5,000 a side and the cup.

ST, MARY'S FALLS SHIP CANAL.

St. Mary Fall's ship canal and locks were formerly closed to traffic Tuesday evening, December 4. The closing was not enforced by rigorous weather or freezing, but simply on account of there being no more vessels to come down or go up. As far as weather is concerned this might have been the latest closing of navigation at the Soo, in the history of the canal.

The first boat through the canal this season was the tug Clara Hickler, closely followed by the tug Annie Clark., both local boats and both passed through on May 7. On May 8th the Kaliyuga passed through, recording the first passage of a boat from below. The last boat belonging below that passed through was the Spokane on December 3, while the very last was the local tug John Hickler. December 4. The canal was open just 212 days while in 1887 it was open 216 days and in 1886 the season of passage was 224 days. The total approximate value of freight tonnage for 1888 is $82, 156. 019,97 as against $79,031,757.78 for 1887; $69,080,071,95 for 1886 and $53,413,-472, 13 for 1885. Thus it will be seen that the percentage of increase for 1888 is not up to that of former years which is explained by the fact of a short wheat crop and the holding back of unusual quantities of wheat for use at the Minneapolis mills, on account of the abnormal fluctuations of the price of that article caused by Hutchinson's corner and other circumstances, in October. This accounts for the shortage in wheat shipments by water and a difference in valuation amounting to over $4,000,000. This, however, is only temporary and the usual percentage of increase can be safely anticipated for 1889. Minneapolis mills enjoyed one of their most active seasons and the result is shown up an increase of 39 per cent, in the flour shipments, over those of 1887. The freight tonngge for 1888 shows an increase of 17 per cent. while the number of vessels in the Lake Superior trades show a decrease of 17 per cent. proving only too clearly that the carrying trade of the greatest lake is to be done in big bottoms, to the almost total exclusion of smaller craft. The decrease of fifteen per cent. in manufaetured and pig iron is caused by the falling off of railroad building in the northwest, while the decrease of twenty-two per cent. in the number of passengers is accounted for by the fact of greatly increased railway facilities. Silver ore shows the greatest tpercentage of increase—867 per cent, while the most surprising increase is that of iron ore. Salt, coal, building stone and lumber show healthy increases. Nothing is so good a thermometer of northwestern trade as the annual report here given. All freight tonnage passing thorugh the canal is accounted for in detail, except unclassified freight, which is only about five per cent. of the total. This shows the thoroughness of the canal management, and further still, the accuracy with which the valuation of the tonnage can be approached.

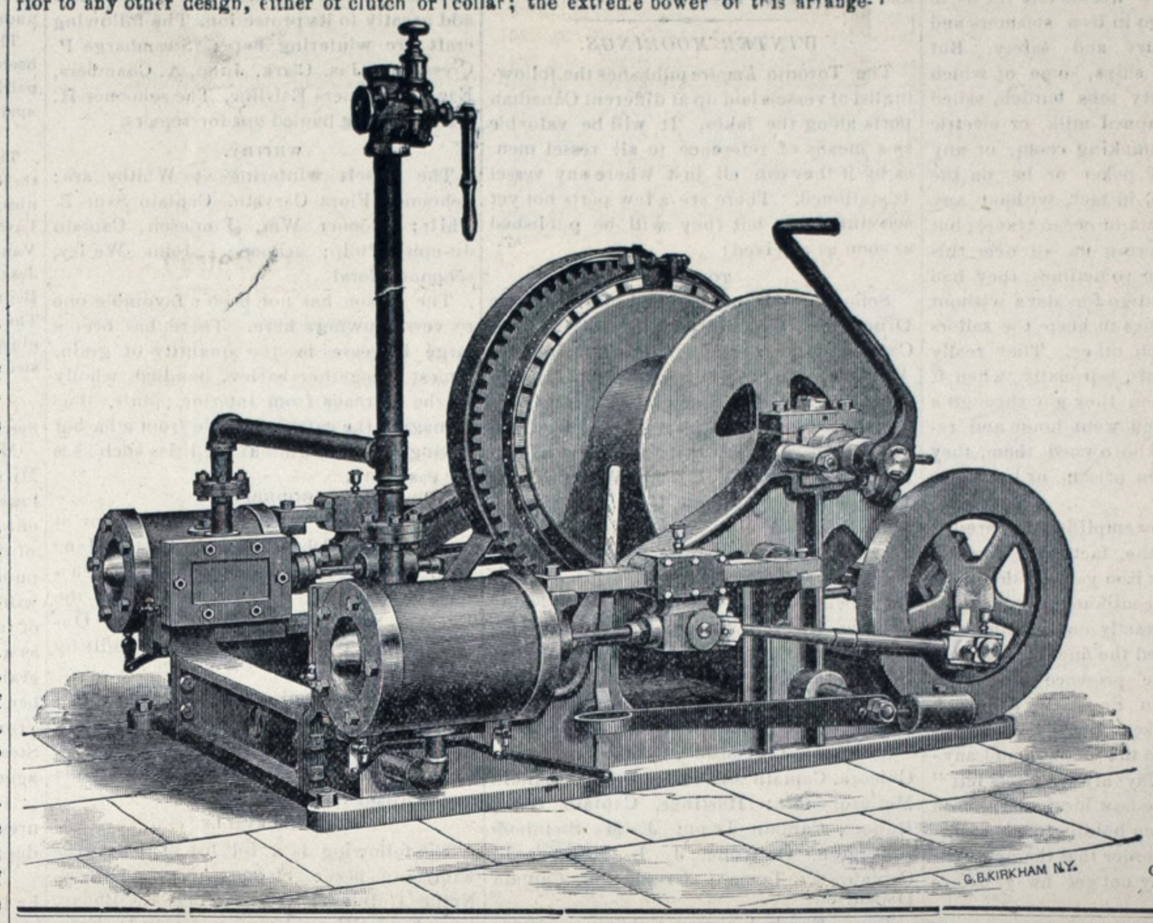
The Newcastle Chronicle says: In shipbuilding, there are not so many new orders as there were. There is abundance of work for months yet—in one or two instances until about August next year; but there are not additional orders being placed yet. The tonnage to build is very heavy, as it includes so many "liners" of great size, here and on the Clyde. There are very few small or moderate-sized vessels being built, and a representative of one of the leading firms of Tyne shipbuilders expressed to us the opinion to-day, that with the heavy losses of this class of steamers, there must be orders forced into the market in the course of a few months, which may enable some of the shipbuilders to continue the activity that is now known for some time after the demand for very large vessels falls off.

There is a demand for second-hand steamers of medium size just now which is forcing up their value considerably. Negotiations for the sale of several are taking place, and the increase in the value is very remarkable when contrasted with that of a few months or a year ago. These second-hand steamers are giving good returns just now, and that and the fewness of moderate sized steamers building is influencing their market price.

A novel kind of sailing vessels called the Seafarer has recently been tried at Southampton with such success as to lead to the belief that it may cause some revolution in boat building. Its new features are confined to the hull, which presents many peculiarities. The vessel is thirty feet long, with a beam of seven feet, while her submerged part of draught is only twenty inches, including the keels, and this with a ton of lead on board to serve as ballast. At first sight the Seafarer does not seem to differ from other boats, and it is only when her submerged parts are examined that the novel points are apparent. Instead of having a section of U or V shape, as have other vessels, the Seafarer is shaped more like a W. with the angles well rounded off. As before indicated, she posseeses two keels, and these are of brass and are hollow, so that the water flows through them from end to end. The vessel possesses remarkable buoyance and is easily steered by a rudder, which also presents many new features.—*Chamber's Journal.*

HOISTING MACHINERY FOR DOCKS AND ON SHIPBOARD.

We wish to direct the attention of our readers to the improved hoisting machinery manufactured by the well-khown Lidgerwood mnnu'acturing company, located at 96 Liberty street, New York city. The illustration on this page represents their improved double cylinder patent friction drum hoisting engines, which are very popular along the lakes, being especially well adapted for coal yards, docks, warehouses, steamlighters, barges, steamboats and sailing vessels of all kinds. A special feature of these engines is the improved patent friction drums, patents for which are owned and held by the company. They are far superior to any other design, either of clutch or friction drums, as will be readily perceived by an inspection of their construction. They are quick in operation, easy to handle, and will stand a large amount of hard work without perceptible wear, and therefore do not require continual repairing, which cause delay, annoyance, and expense. The friction is of the cone type, and is composed of sectors of the hardest kind of hickory, bolted to the spur wheel, and turned off to suit the flange of the drum with which it engages when in gear. The drum is loose on the shaft on which it has long bearings, and is free to revolve on same without sensible resistance. It is thrown into gear by a small end motion along the shaft, which is effected by means of a lever, screw, cross key and collar; the extreme bower of this arrangement is such that a very slight pressure will hold the drum in gear against any load the engine can hoist. The friction wood, being secured to the spur wheel by bolts and nuts can always be kept tight without trouble The end thrust caused by applying the friction is taken up by a thrust bearing and screw collar. These drums are extremely durable, having been in constant use for many years without requiring renewal.



These engines have double cylinders, together with the described patent friction drums, and are adapted for all general hoisting purposes, as well as the special ones already enumerated. They are very compact and simple in construction, and, having no centres, are easily handled and are always ready to start. They are well adapted for use on steamers and sailing vessels, for hoisting cargo, sails, etc., and also for driving ship's pump. For this latter purpose a grooved wheel is generally put on the drum shaft next the spur wheel if rope be used, or sprocket or chain wheel if chain is to be used for driving. The cylinder cocks of both cylinders are connected by rods, and are opened or closed simultaneously by a lever. This device is also of service in backing down a heavy load against the steam. There is a winch head on end of drum.

The Lidgerwood manuf'g. company turn out at their works, foot of Dikeman and Partition sts., Brooklyn, N. Y., great variety of hoisting engines and over 5,000 are in successful operation. Catalogues cheerfully furnished. M.A.B.

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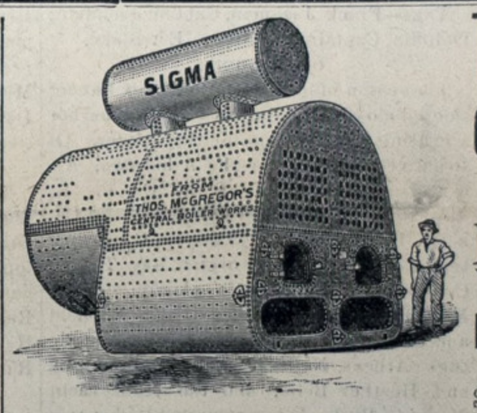

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PATHFINDER: Length 78 feet, beam 16 feet, depth 8½ feet, draws 9 feet. Rebuilt from the keel up in 1884. Is an extra fine looking boat and an excellent sea boat. Boiler 7 feet by 13 feet, built of ½ inch steel in 1887, and allowed 107 pounds steam. Engine is an extra smart 20 by 20, in perfect condition. Has copper steam and exhaust pipes. Engine was overhauled and lined up last winter. She is an extra good towing boat, a fast runner and is very economical, in fact she is a complete tug boat.
W. H. DOANE, Length 50 feet, beam 12 feet, draws 7 feet 8 inches Built in 1881. Boiler and hull rebuilt last winter. Boiler 4½ by 9 feet, allowed 110 pounds steam Engine 11 by 14. Received new crank shaft and wheel and was over-hauled and lined up in October. Is a very handy little boat. Both boats are bargains. Reason for selling; we want to get out of the tug business and buy an interest in a steambarge. For prices and further information, address,
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STEAM BARGE D. M. Wilson and consorts C. B. Jones and Manitowoc, are offered cheap ½ down balance in one and two years, with good security. The steamer is compounded and in first class order, Manitowoc has received this fall $7.300 repairs. The three boats class A 2, and in good order, sails, rigging and tow lines nearly new, carrying capacity about 1,200 tons coal besides her fuel, by
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MARINE RECORD—OFFICIAL PAPER.

DURABLE IRON PLATES.

The recent taking apart of the celebrated Great Eastern steamship has brought out an interesting statement in regard to the iron plates used in its construction. These plates, we learn from an extract from the Illustrated Times of January 16, 1858, were of extraordinary size for those days. Says the Times:

The iron plates of which the whole of the outside skin of the ship is made, are three-quarters of an inch thick, except the keel plate, which is one inch thick. The average size of these plates is about 10 feet long by 2 feet 9 inches wide, each plate weighing about 325 pounds. There were one or two enormous plates required for the sternpost and keel. Two of these were 27 feet long by 3 feet 3 inches wide, 1¼ inches thick weighing about 2 tons each plate; the others were 25 feet long by 4 feet 1¼ inches thick, weighing about 2¼ tons. These, with the whole of the iron plates used in the construction of the ship, were manufactured by Messrs. Beal & Co., Parkgate Iron Works, Rotherham, Yorkshire, excepting a few which had to be bent considerably, and which were made of Lowmoor iron.

The firm which, 30 years ago, turned out these plates, is still in existence, and in a recent letter to the Iron and Steel Trades Journal says:

In those early days of plate rolling, those for the stern were the largest that had ever been rolled, and were considered a wonderful production, being 27 feet long, 3 feet 3 inches wide, and 1¼ inch thick. Before these large plates were rolled, the armor plate of the period was hammered, and not rolled. The comparative ease with which Messrs. Beale & Co. were able to roll the large stern plates for this ship, by means of the reversing clutch, instead of pulling over the rolls, led to the head of that firm being sent for by the admiralty to ascertain whether armor plates, about 4½ inches think, could not also be rolled instead of hammered. From this beginning, the firm had the honor of supplying the armor plates to H. M. S. Warrior, Black Prince, Pallas, Resistance, Defence and other vessels of that class.

Such achievements in plate-rolling as the above, would, of course, pass without notice in these days.

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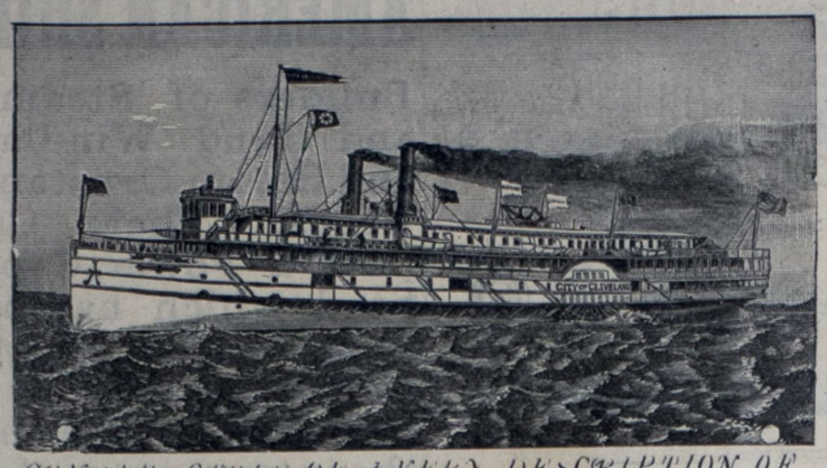

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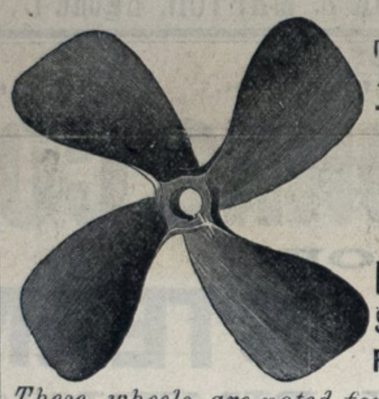

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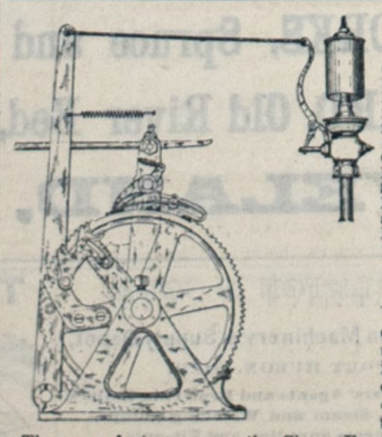

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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN. R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. RANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GRADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

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Your committee to which was referred the 'Ghase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navi to

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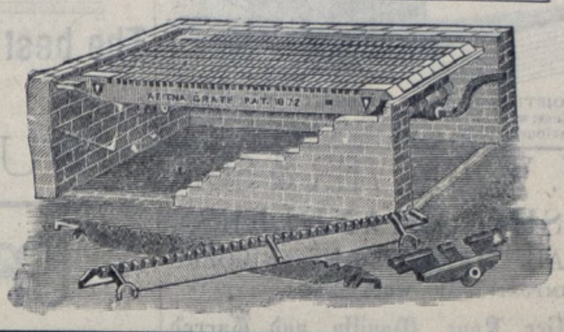

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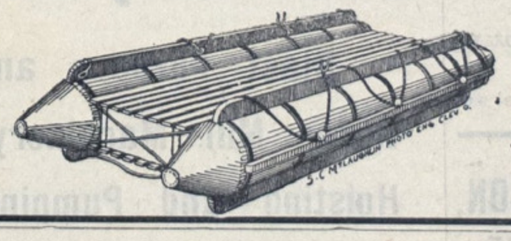

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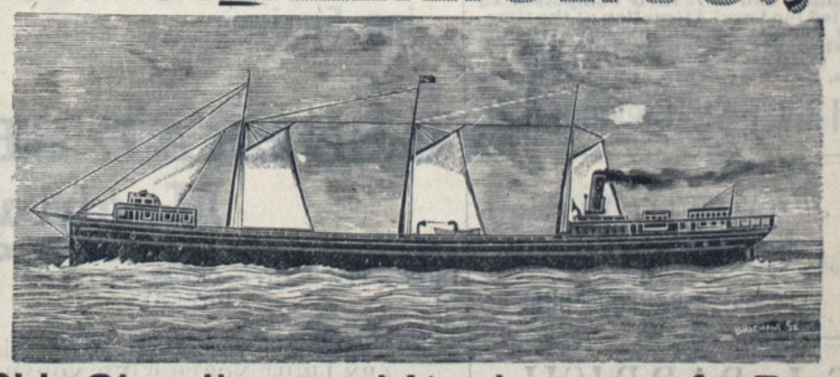

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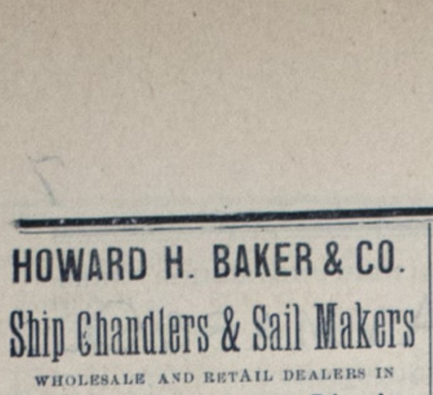

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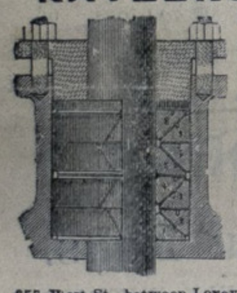

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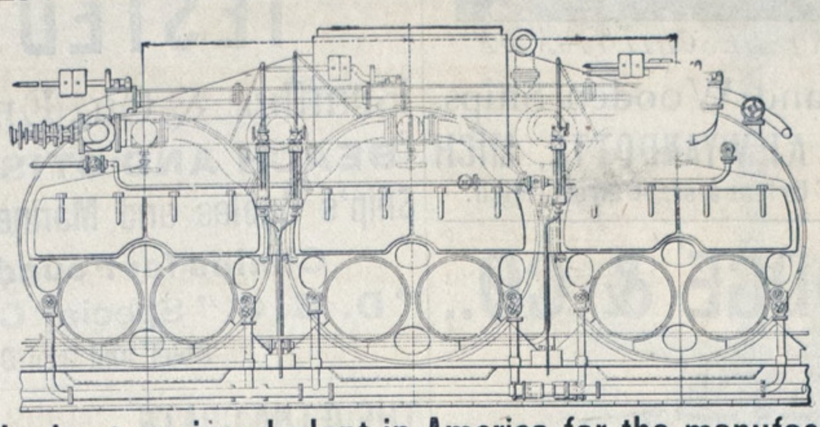

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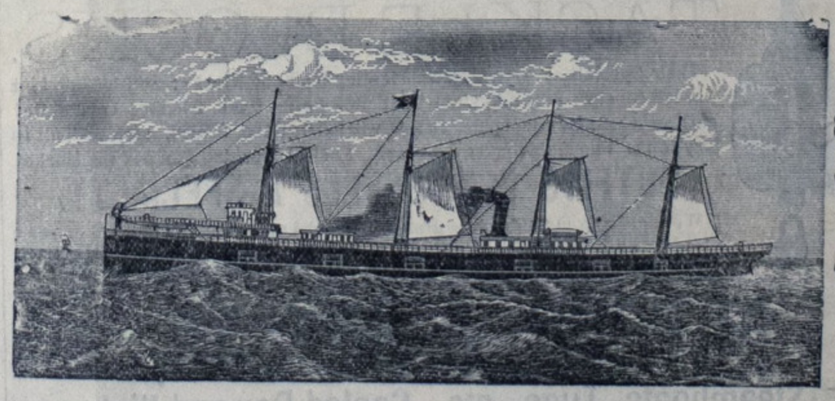

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